

needs amending

*approved
as amended*

DOCUMENT NO. 4903
ADOPTED 6/4/87

Text Amendment Application
Boston Redevelopment Authority
Allston-Brighton Interim Planning
Overlay District

TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning Code by inserting after Article 27E, for a period of twenty-four months from the effective date of this amendment, the following Article:

ARTICLE 27F

ALLSTON-BRIGHTON INTERIM PLANNING OVERLAY DISTRICT

SECTION 27F-1. Statement of Purpose. The purposes of this article are to implement interim planning standards and to facilitate the comprehensive planning and rezoning of the Allston-Brighton neighborhood; to manage the future development of Allston-Brighton for the use and benefit of the inhabitants of Allston-Brighton and of Boston; to provide a predictable, clear and understandable process for public review of new development; to re-establish certain boulevards as viable mixed-use and residential centers and as neighborhood gateways; to preserve the health, safety, convenience and welfare of the inhabitants of Allston-Brighton; to lessen congestion in the streets; to provide for adequate parking facilities; to provide appropriate density controls that protect established residential areas and direct growth to areas where it can be accommodated; to prevent overcrowding of land; to promote residential development that is affordable to all segments of the community; to promote mixed-income residential development; to preserve, enhance, and create open space; and to promote the peaceable enjoyment of the city's amenities by all residents.

SECTION 27F-2. Declaration of Need for Interim Zoning. Interim zoning in the Allston-Brighton IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to: provide for opportunities for appropriately sited residential, commercial, and mixed-use development to benefit the community; prevent the intermingling of industrial and manufacturing uses with residential, commercial, cultural, and public open space uses; provide for adequate pedestrian and vehicular circulation and access; provide adequate parking controls; provide for the creation and rehabilitation of housing that is affordable to all segments of the community; protect lower scale areas from multi-story development; provide for appropriate density controls to protect established residential areas; provide for zoning designations which result in the appropriate siting of land uses; preserve and enhance open space; and to preserve historic structures.

SECTION 27F-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Adjusted Income" shall be defined as it is in 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27F-25.
2. "Affordable" shall mean, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for mortgage payments, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty (30%) of its Adjusted Income

to occupy the unit; and, in the case of a renter-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for rent of not more than thirty percent (30%) of its Adjusted Income to occupy the unit.

3. "Allston-Brighton IPOD" shall mean the regulations imposed by this article.
4. "Allston-Brighton IPOD Study Area" shall mean the area described in Section 27F-4.
5. "Annual Income" shall be defined as it is in 24 CFR §813.106, as amended, or as set forth in regulations adopted in accordance with Section 27F-25.
6. "Applicant" shall mean any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27F-5, or the authorized agent of any such person or entity.
7. "Low-Income Households" shall mean households whose Annual Income does not exceed 50% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
8. "Market Unit" shall mean any dwelling unit available for purchase without restrictions as to income of the purchasing household.

9. "Median Gross Income" shall be defined as it is by the United States Department of Housing and Urban Development, pursuant to 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27F-25.
10. "Moderate-Income Households" shall mean households whose Annual Income does not exceed 80% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
11. "Proposed Project" shall mean the erection, reconstruction, alteration, or extension of any structure or part thereof, or the change of use or occupancy of any structure or land, for which the Applicant is required to obtain a building or change of use permit.
12. "Urban Wilds" shall mean land not in the city's park system which is comprised of, or includes, undeveloped hills, rock outcroppings, quarry, woodlands, meadows, scenic views, inland waters, freshwater wetlands, flood plain, wildlife habitat, or any estuary, creek, river, stream, pond, or lake, or any land under said waters, or any other site which has been identified by the Boston Redevelopment Authority in its report "Boston Urban Wilds" published in September of 1976.
13. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.

14. "Upper-Moderate Income Households" shall mean households whose Annual Income does not exceed 110% of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
15. "Zoning Relief" shall mean any variance, conditional use permit, exception, interim planning permit, zoning map or text amendment, or any other relief granted by the Zoning Commission or the Board of Appeal.

SECTION 27F-4. Physical Boundaries. This article shall be applicable only in the Allston-Brighton Interim Planning Overlay District Study Area, consisting of six planning areas depicted in Appendix A and described in Appendix B: Commonwealth Avenue Corridor (A), Commonwealth Avenue/Brighton Avenue/North Beacon Street Corridor (B), Market Street/Brighton Center and Hospitals (C), Oak Square/Washington Heights (D), North Allston (E), and Allston Landing (F).

SECTION 27F-5. Applicability. Unless otherwise exempt pursuant to this section, any Proposed Project requiring a building permit for exterior construction or exterior alteration or a change of use permit within the Allston-Brighton IPOD Study Area shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from such regulations.

1. Any Proposed Project consisting solely of residential uses, as specified by use item numbers 1 through 7* inclusive in Section 8-7, Table A, of this code of three or fewer dwelling units, unless located within a designated Urban Wilds area; provided such uses are allowed as of right by Underlying Zoning.

* Three-family dwellings only.

2. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

3. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.

4. Any Proposed Project consisting wholly of a use exempt from Interim Planning Permit provisions pursuant to Section 27F-16, Table A.

SECTION 27F-6. Zoning Regulations in Effect; Conflict Provisions. The Allston-Brighton IPOD and Underlying Zoning shall together constitute the zoning regulations for the Allston-Brighton IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Allston-Brighton IPOD Study Area. Where conflicts between the provisions of the Allston-Brighton IPOD and the Underlying Zoning exist, the provisions of this section shall govern.

1. In all subdistricts, the provisions of the Allston-Brighton IPOD shall supersede Underlying Zoning, except with respect to building height and floor area ratio (FAR) standards, in which case the more restrictive provisions shall govern.

2. In all subdistricts, amendments to Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article shall govern.

SECTION 27F-7. General Land Use Goals and Objectives for the Allston-Brighton Interim Planning Overlay District. The general land use objectives in the six planning areas of the Allston-Brighton IPOD Study Area are: to protect existing residential areas from any adverse effects of industrial, commercial, and institutional uses; to provide for compatible adjacent uses and for buffer zones between conflicting uses; to regulate building height and massing in order that structures do not create a high or dense wall blocking air flow channels and obstructing views and access to the Charles River; to create, retain, and enhance open space, parks, and recreation areas; to develop appropriate density and parking requirements; to provide for public access to the Charles River Reservation; and to protect open areas, including but not limited to areas identified as Urban Wilds, from excessive development and to protect the significant natural elements of such areas.

SECTION 27F-8. Special Study Areas. Five areas, each comprising over five (5) acres shall be established as Special Study Areas because of the special potential of each for future development. The boundaries of each of these Special Study Areas are described in Appendix C. The revised zoning for the Special Study Areas will: reflect the need for growth which will benefit the community and control growth throughout the remainder of the community; encourage the development of affordable housing and market rate housing to

relieve market pressures that cause displacement; provide a critical mass of economic activity to create employment opportunities for residents; provide services for residents and visitors; and help to restore the Allston/Brighton IPOD Study Area to a more self-sufficient economy. The Special Study Areas include the following:

- A. Allston Landing. Comprehensive land use analyses for Allston Landing will be conducted during the IPOD period to develop revised zoning controls to protect existing residential areas, provide for economic development, and maintain views of and access to the Charles River.
- B. Ashford Street. Current uses in this area include light industrial, office, open air parking, and outdoor athletic facilities. This area currently provides a buffer between the South Allston neighborhood and the Boston University dormitories and there is pressure to develop parts of this buffer area as residential. Comprehensive land use analyses to be conducted during the IPOD period will consider the existing buffer between residential and institutional uses, Boston University's Master Plan, potential new residential development, and mixed use zoning.
- C. Electric Avenue/Goodenough Street. Current uses in this area include light industrial and residential. Comprehensive land use analyses to be conducted during the IPOD period will consider the scale and character of the existing residential neighborhood, the existing adjacent public housing, the possible continuation of light manufacturing uses, and the possible rezoning to residential uses.

D. Western Avenue/Soldiers Field Road. This is currently a mixed use area of low-scale buildings, but development pressure is causing a transition to residential uses. Comprehensive land use analyses to be conducted during the IPOD period will consider the scale of future development, public access to Metropolitan District Commission recreation areas, encouraging mixed-use developments to provide for the needs of present and future residents, traffic and parking flow and capacity, and the availability of public transit.

E. Lincoln Street/Holton Street. This area separates the two residential neighborhoods of North Allston. Part of the area is commercial and the remainder contains former industrial uses. Residential uses and light manufacturing uses have been identified as appropriate for this area. Comprehensive land use analyses to be conducted during the IPOD period will consider the scale and character of the adjacent residential neighborhoods, appropriate scale of future residential and commercial development, existing infrastructure and its capacity, need for expansion of infrastructure to support future development, and possibility of linking neighborhoods.

SECTION 27F-9. Boulevard Planning Districts. Major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community may be designated Boulevard Planning Districts. Interim zoning in these districts is necessary to assure their visual prominence and importance to the economy and to the transportation

system of the community. Analyses required to formulate new zoning regulations for the Boulevard Planning Districts shall be accomplished through special studies conducted by the Boston Redevelopment Authority with assistance from technical consultants and the Allston-Brighton Planning and Zoning Advisory Committee. The purpose of the revised zoning will be to (a) protect and promote the Boulevard Planning Districts as gateways to the community and as mixed-use commercial centers; (b) encourage a mix of uses that promotes and sustains economic viability and residential stability by providing employment opportunities, services for residents and visitors, and affordable and market rate housing; (c) develop a plan for the preservation of open space and historic structures; (d) develop parking and transportation access plans and identify appropriate sites for neighborhood public parking within commercial areas; and (e) develop design guidelines and billboard and sign controls which enhance the aesthetic character and economic viability of the Boulevard Planning Districts.

1. The Boulevard Planning Districts. The Allston-Brighton IPOD Study Area shall include the following Boulevard Planning Districts, the boundaries of which are described in Appendix D:
 - a. Commonwealth Avenue
 - b. Harvard Avenue
 - c. Brighton Avenue
 - d. Washington Street
 - e. Cambridge Street
 - f. Market Street
 - g. Western Avenue

2. Site Plan Review. Within Boulevard Planning Districts, site plan review by the Boston Redevelopment Authority shall be required for any Proposed Project subject to the provisions of this article. Site plan review shall address, but not be limited to the following:

- a. building height and massing;
- b. transportation access and the provision of parking;
- c. open space and landscaping;
- d. historic preservation; and
- e. signs.

SECTION 27F-10. Affordable Housing Reserve District. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as an Affordable Housing Reserve District if all parcels of land within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. Three-fourths (3/4) of the gross floor area of any Proposed Project within an Affordable Housing Reserve District shall be devoted to residential uses as specified by use item numbers 1 through 7* inclusive in Section , two-thirds (2/3) of which gross floor area shall be affordable to Low- or Moderate-Income households.

1. The Boston Redevelopment Authority, working in conjunction with the Allston-Brighton Planning and Zoning Advisory Committee, shall identify and propose to the Zoning Commission areas to be zoned low, moderate, and high density within any Affordable Housing Reserve District.

* Three family dwellings only.

2. Low, moderate and high density housing shall be defined as follows:
 - a. one to twelve (1-12) units per acre, low density
 - b. thirteen (13) to twenty-four (24) units per acre, moderate density
 - c. twenty-five (25) to thirty-six (36) units per acre, high density
3. An Affordable Housing Reserve District within the Allston-Brighton IPOD shall be established within Allston Landing, the boundaries of which are described in Appendix E.

SECTION 27F-11. Mixed Use Reserve District. The whole or any part of a subdistrict may be established as a Mixed Use Reserve District if all parcels within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. A Proposed Project within a Mixed Use Reserve District shall be developed as a Planned Development Area, in accordance with the provisions of Section 3-1A.a.

1. The Mixed Use Reserve District within the Allston-Brighton IPOD Study Area shall be that portion of the publicly owned land in Allston Landing the boundaries of which are described in Appendix E, which is not designated as an Affordable Housing Reserve District.
2. Uses permitted within a Mixed Use Reserve District shall be limited to:
 - a. housing
 - b. open space
 - c. light manufacturing
 - d. commercial
 - e. public services

SECTION 27F-12. Institutional Master Plan. Any Applicant owning or operating a site area consisting, wholly or in part, of institutional uses of one acre or more, and seeking a building permit, and any Applicant seeking a building permit for a Proposed Project with a site area of at least one acre which includes an institutional use, shall submit an Institutional Master Plan for review and approval by the Boston Redevelopment Authority. For the purposes of this section, an institutional use is any use included in Section 8-7, Table A, Use Item numbers 11, 12, 13, 13A, 14 16A, 18, 20, 20A, 22, 23, 24 and 25. The Boston Redevelopment Authority may establish regulations to administer this requirement; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

1. An Institutional Master Plan shall project at least five years into the future and at a minimum shall contain the following: a statement of the Applicant's present and future needs for academic, service, research, housing, patient care, and parking facilities, and a description of the uses, scale, and character of proposed or potential development.
2. An Institutional Master Plan shall include a Parking Management and Mitigation Plan which shall be updated annually.
3. Additional elements may be included in an Institutional Master Plan when the Boston Redevelopment Authority, in conjunction with the community, identifies issues related to a Proposed Project, which issues otherwise would not adequately be dealt with in the Institutional Master Plan. In such case, the Boston Redevelopment Authority shall issue a scoping determination setting forth these additional issues.

SECTION 27F-13. Transportation Master Plan. A Transportation Master Plan for the Allston-Brighton IPOD Study Area shall be developed by the Boston Redevelopment Authority, working in conjunction with the Boston Transportation Department and the Allston-Brighton Planning and Zoning Advisory Committee, and shall include the following:

1. Determination of off-street parking requirements for Proposed Projects which include residential and/or commercial uses.
2. Specification of parking and access controls to be implemented in commercial districts.
3. Identification of appropriate sites, within commercial districts, for commercial parking.
4. Analysis of public transit access locations relative to siting and size of any potential or actual Proposed Project.
5. Analysis and development of a parking replacement requirement when existing parking is proposed to be eliminated as a result of a Proposed Project.
6. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

SECTION 27F-14. Transportation Access Plan. A Transportation Access Plan shall be required of any Applicant seeking a building permit for any Proposed Project exceeding 100,000 square feet, any Proposed Project which includes

retail use and exceeds 50,000 square feet, or any Proposed Project which includes a residential use and comprises 24 or more units. The Plan shall consist of impact assessment, mitigation and monitoring components as follows:

1. The impact assessment component shall identify and evaluate the impact of the Proposed Project on the city's transportation and parking network.
2. The mitigation component shall propose measures to minimize, to the extent economically feasible the transportation-related impact of the Proposed Project.
3. The monitoring component shall include provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

SECTION 27F-15. Revised Light Manufacturing Zoning District. A revised light manufacturing district shall be developed through the IPOD planning process by the Boston Redevelopment Authority and the Allston-Brighton Planning Zoning Advisory Committee. The district shall provide for a limited number of allowed light manufacturing uses compatible with adjacent residential areas, which uses will provide job opportunities for the community. Portions of existing Restricted Manufacturing Districts, M-1 and M-2 districts, and General Manufacturing Districts, I-2 Districts, will be mapped as Revised Light Manufacturing Districts where it is desirable to retain such uses.

SECTION 27F-16. Allston-Brighton Interim Use Controls. To protect the Allston-Brighton IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes

the following Interim Use Controls shall be in effect:

1. Proposed Projects consisting solely of single-, two- and three-family residential uses, as specified by use item numbers 1 through 7* inclusive in Section 8-7, Table A, of this code, which are allowed as of right by Underlying Zoning, remain allowed uses and are exempt from the requirement of an Interim Planning Permit, provided that they are in compliance with Sections 27F-16 and 27F-17, and provided that they are not within any part of a designated Urban Wilds site.
2. The interim use controls that will be in effect in each of the six planning areas of the Interim Planning Overlay District are described in Table A.

Table A
Allston-Brighton Interim Planning Overlay District: Interim Controls
Use Items From Boston Zoning Code Table A: Use Regulations

<u>Existing Zoning Designations</u>	<u>Allowed Uses</u>	<u>Uses Subject to Interim Planning Permit Process</u>
<u>Allston Landing</u>		
M-1	None	All others
I-2	None	All others
<u>North Allston Area</u>		
S-.5	1	All others
R-.5	1, 2-6,	All others
R-.8	1, 2-6, 7*	All others
H-1	1, 2-6, 7*,	All others
L-.5	1, 2-6, 7*, 10,	All others
L-1	1, 2-6, 7*,	All others
L-2	1, 2-6, 7*,	All others
L-2-U	1, 2-6, 7*, 10	All others
	34+, 39, 40, 43+	
M-1	None	All others

*Three-family dwellings only.

Table A, continued

<u>Existing Zoning Designations</u>	<u>Uses Subject to Allowed Uses</u>	<u>Interim Planning Permit Process</u>
<u>Commonwealth Avenue/ Brighton Avenue/North Beacon Street Corridor</u>		
S-.5	1	All others
R-.5	1, 2-6	All others
R-.8	1, 2-6, 7*,	All others
L-.5	1, 2-6, 7*, 10,	
L-1	1, 2-6, 7*,	All others
B-1	1, 2-6, 7*, 10, 34+	All others
B-2	1, 2-6, 7*, 10, 34+	All others
B-2-D	1, 2-6, 7*, 10, 34+	All others
M-1	None	All others
I-2	None	All others
<u>Commonwealth Avenue Corridor</u>		
S-.3	1	
R-.8	1, 2-6, 7*,	All others
H-1	1, 2-6, 7*,	All others
H-2	1, 2-6, 7*,	All others
H-3	1, 2-6, 7*,	All others
L-.5	1, 2-6, 7*, 10,	All others
B-1	1, 2-6, 7*, 10, 34+	All others
	39, 40, 43+,	
<u>Market Street/Brighton Center/Hospitals</u>		
S-.5	1	All others
R-.5	1, 2-6	All others
R-.8	1, 2-6, 7*	All others
H-1	1, 2-6, 7*	All others
H-2	1, 2-6, 7*	All others
L-.5	1, 2-6, 7*, 10,	All others
B-1	1, 2-6, 7*, 10,	All others

Table A, continued

<u>Existing Zoning Designations</u>	<u>Allowed Uses</u>	<u>Uses Subject to Interim Planning Permit Process</u>
<u>Oak Square/Washington Heights</u>		
S-.5	1	
R-.5	1, 2-6	
R-.8	1, 2-6, 7*	
L-.5	1, 2-6, 7*, 10,	All others

* Three-family dwellings only.

+ C if open from between the hours of 12:00 a.m. and 6:00 a.m.

SECTION 27F-17: Interim Height Standards. Proposed Projects within the Allston-Brighton IPOD Study Area shall be governed by the interim height standards set forth in Table B of this section.

Table B
Allston-Brighton Interim Planning Overlay District
Interim Height Standards

<u>Existing Zoning Designations</u>	<u>Underlying Zoning Height Controls</u>		<u>Interim Height Standards</u>	
	<u>Stories</u>	<u>Feet</u>	<u>Stories</u>	<u>Feet</u>
<u>Allston Landing</u>				
M-1	2½	35'	2½	35'
I-2	none	none	2½	35'
<u>North Allston</u>				
S-.5	2½	35'	2½	35'
R-.5	2-2½	35'	2½	35'
R-.8	3	35'	2½	35'
H-1	none	none	3	35'
L-.5	2½	35'	2½	35'
L-1	3	35'	2½	35'
L-2	3	40'	2½	35'
L-2-U	none	none	2½	35'
M-1	2½	35'	2½	35'

Table B, continued

<u>Existing Zoning Designations</u>	<u>Underlying Zoning Height Controls</u>		<u>Interim Height Standards</u>	
	<u>Stories</u>	<u>Feet</u>	<u>Stories</u>	<u>Feet</u>
<u>Commonwealth Avenue/ Brighton Avenue/North Beacon Street Corridor</u>				
S-.5	2½	35'	2½	35'
R-.5	2-2½	35'	2½	35'
R-.8	3	35'	2½	35'
L-.5	2½	35'	2½	35'
L-1	3	35'	2½	35'
B-1	3	40'	2½	35'
B-2	none	none	2½	35'
B-2-D	none	none	2½	35'
M-1	2½	35'	2½	35'
I-2	none	none	2½	35'
<u>Commonwealth Avenue Corridor</u>				
S-.3	2½	35'	2½	35'
R-.8	3	35	2½	35'
H-1	none	none	3	35'
H-2	none	none	3	35'
H-2	none	none	3	35'
L-.5	2½	35'	2½	35'
L-1	3	35'	2½	35'
B-1	3	40'	2½	35'
<u>Market Street/Brighton Center/Hospitals</u>				
S-.5	2½	35'	2½	35'
R-.5	2-2½	35'	2½	35'
R-.8	3	35'	2½	35'
H-1	none	none	3	35'
H-2	none	none	3	35'
L-.5	2½	35'	2½	35'
B-1	3	40'	2½	35'
<u>Oak Square/Washington Heights/Boston College</u>				
S-.5	2½	35'	2½	35'
R-.5	2-2½	35'	2½	35'
R-.8	3	35'	2½	35'
L-.5	2½	35'	2½	35'

SECTION 27F-18: Interim Parking Controls. The following interim parking controls shall apply to any Proposed Project for a use listed in Table A of Section 8-7 under Use Item Nos. 1, 1A, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, 9, 10, 11, 12, 13, 13A, 14 or 15, within the Allston-Brighton IPOD Study Area:

1. For any newly created residential unit(s) the following ratios of number of off-street parking spaces to number of units shall apply unless otherwise excepted by this section:

<u>Number of Dwelling Units In Residential Structure</u>	<u>Off-Street Parking Spaces Required for Each Unit</u>
1 to 3	1.00
4 to 6	1.50
7 to 9	1.75
10 and above	2.00

2. Off-street parking facilities shall be provided at a ratio of 1.0 parking space for each dwelling unit that is developed under an approved City, State, or Federal housing program for Low-and Moderate-Income housing and rented or sold to a Low- or Moderate-Income Household.
3. Proposed Projects for housing for elderly persons of Low-Income shall provide 0.2 space per dwelling unit if such Proposed Project was constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 as amended.
4. In the Allston-Brighton IPOD Study Area, any Proposed Project for retail and/or office uses, as specified by use item numbers 32, 33, 34, 34A, 35, 36, 39, 40, 41, 42, 43, 44, 46, 47, 48, 49, 50, 51, 61, 73, 74 or 78 in Table A of Section 8-7, shall provide one (1) off-street parking space for each 300 square feet of gross floor area.

SECTION 27F-19. Open Space Plan. During the Allston-Brighton IPOD planning period, an open space plan shall be developed by the Boston Redevelopment Authority, in conjunction with the Allston-Brighton Planning and Zoning Advisory Committee and with the community, to accompany revised zoning and to guide future development. The open space plan will emphasize historic, geographic and functional links to historic Allston-Brighton, to activity modes within Allston-Brighton, and to the open space and park system of Boston. The open space plan also shall identify appropriate locations and opportunities for new open space sites in Allston-Brighton, including those sites identified by the city as Urban Wilds. Any Proposed Project for an Urban Wilds site during the interim planning period must secure an Interim Planning Permit.

SECTION 27F-20. Design Guidelines. During the Allston-Brighton IPOD planning period, design guidelines shall be developed with the community to promote residential and commercial neighborhood design for future development that will enhance the community and reinforce the positive scale, character, massing, and architectural elements that exist in the Allston-Brighton IPOD Study Area. Design guidelines shall address, at a minimum, building design, open space and landscaping, historic structures and signage, and within the Boulevard Design Districts, any additional elements specific to those areas. A Design Advisory Group will be formed within the Allston-Brighton community to work with the Boston Redevelopment Authority to develop and implement these guidelines.

SECTION 27F-21. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall not grant an Interim Planning Permit unless it finds that the Proposed Project's benefits to the community outweigh the burdens imposed and that the Proposed Project is in substantial accord with the following standards:

1. The land use goals and objectives set forth in Section 27F-7.
2. The purposes and intent of the Special Study Areas set forth in Section 27F-8.
3. The Interim Use Controls set forth in Section 27F-16, Table A.
4. The Interim Height Standards set forth in Section 27F-17, Table B.
5. The Transportation Access Plan requirements in Section 27F-14.
6. The purposes and intent of the Boulevard Planning Districts set forth in Section 27F-9, where applicable.

In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why the project is in substantial accord with the above standards.

SECTION 27F-22 Enforcement. The Commissioner of Inspectional Services shall not issue any building permit or use permit for a Proposed Project subject to the provisions of this article unless the Board of Appeal has approved an Interim Planning Permit in accordance with Section 27-3.

SECTION 27F-23. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article.

SECTION 27F-24. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority Board to the Zoning Commission shall be completed within twenty-two (22) months of the enactment of the Allston-Brighton IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twenty-four (24) months from the enactment of the Allston-Brighton IPOD; provided, failure to meet any deadline for rezoning of the Allston-Brighton IPOD Study Area shall not invalidate any provision of the Allston-Brighton IPOD or Underlying Zoning.

SECTION 27F-25. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article; provided, such regulations shall become effective only upon adoption by the Zoning Commission.

SECTION 27F-26. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

Petitioner: Boston Redevelopment Authority

By: _____
Stephen Coyle, Director

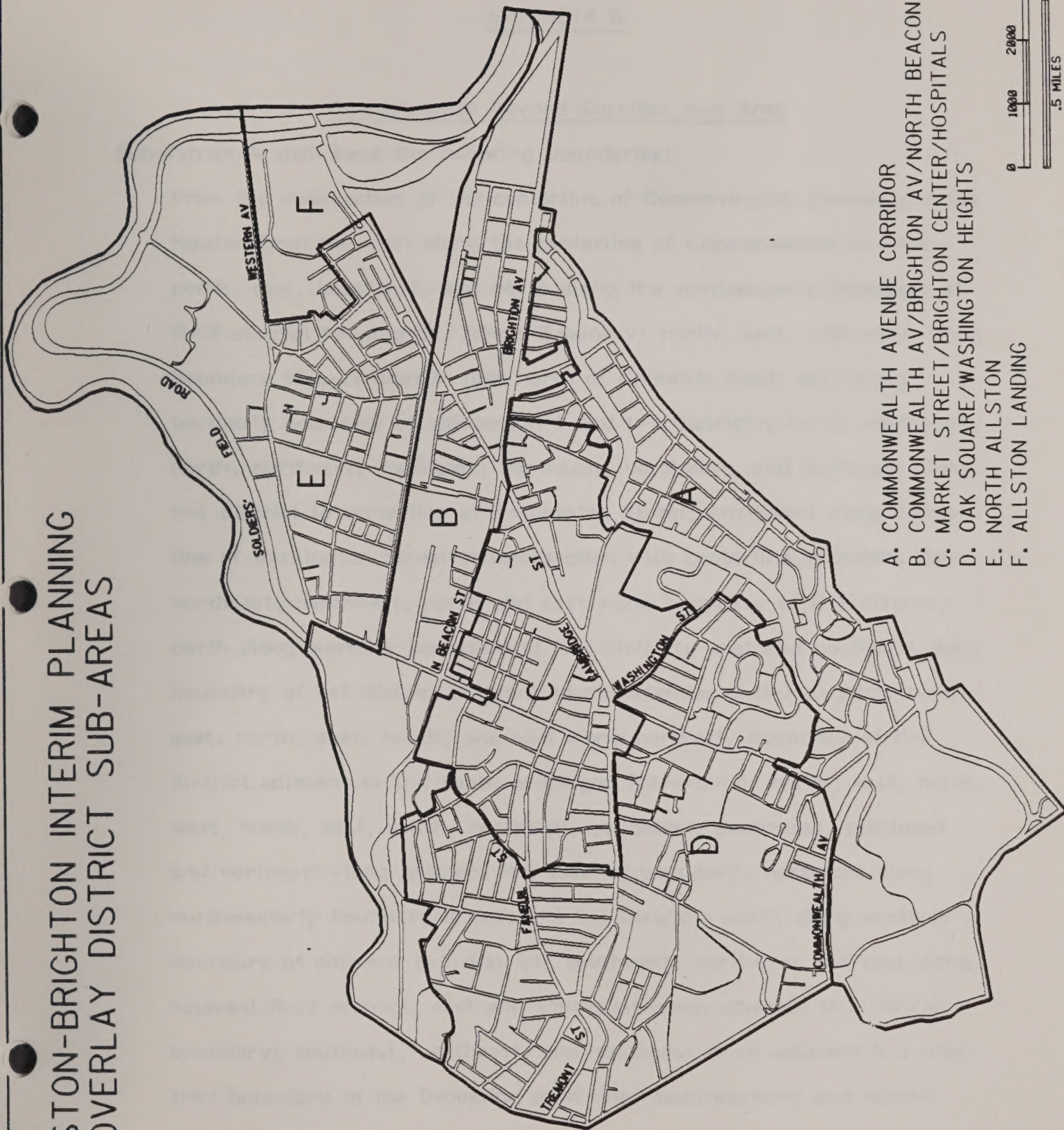
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Boston, MA 02201

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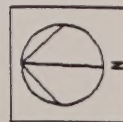
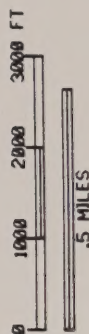
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ALLSTON-BRIGHTON INTERIM PLANNING OVERLAY DISTRICT SUB-AREAS

APPENDIX A



- A. COMMONWEALTH AVENUE CORRIDOR
- B. COMMONWEALTH AV/BRIGHTON AV/NORTH BEACON ST
- C. MARKET STREET/BRIGHTON CENTER/HOSPITALS
- D. OAK SQUARE/WASHINGTON HEIGHTS
- E. NORTH ALLSTON
- F. ALLSTON LANDING



APPENDIX B

Commonwealth Avenue Corridor Sub Area

Subdistrict A shall have the following boundaries:

From the intersection of the centerline of Commonwealth Avenue and the Newton town line east along the centerline of Commonwealth Avenue; north, east, northeast, and north along the southeasterly boundary of R-.5 district housing St. John's Seminary; north, east, and south along boundary of L-.5 district just north of Chiswick Road; east along northerly boundary of adjacent H-1 and L-1 districts; north, northeast, north, northeast, southeast, northeast, northwest, and northeast along H-1 district to centerline of Washington Street; northwest along centerline of Washington Street to intersection with centerline of Fidelis Way; northeast, northwest, north and east along boundary of H-1 district; north along westerly boundary of H-2 district; west and northeast along boundary of L-1 district adjacent to aforementioned H-2 district; northeast, north, east, north, and east along northerly boundary of H-2 district adjacent to and south of Ringer Playground; north, east, north, west, north, east, south, northeast, southeast, southwest, southeast, and northeast along adjacent H-1 district boundary; northeast along northwesterly boundary of adjacent L-1 district; north along westerly boundary of adjacent H-1 district; southwest, northwest and east along adjacent R-.8 district; east and southwest along adjacent H-1 district boundary; southeast, northeast, and southeast along adjacent H-2 district boundary to the Brookline town line; southwesterly and northwesterly along Brookline town line and Newton town line to the intersection of the Newton town line and the centerline of Commonwealth Avenue.

Commonwealth Avenue/Brighton Avenue/North Beacon Street Sub Area

Subdistrict B shall have the following boundaries:

From the intersection of the centerline of Essex Street and the B-2 zoning district boundary westerly along the southerly boundaries of the B-2 zoning district and adjacent L-1 zoning district; west, south, west, northwest, and west along the B-1 zoning district; continuing west and north along the southerly boundary of the L-1 zoning district south of Union Square; west along North Beacon Street to easternmost corner of the L-1 zoning district; south, west, north and west along said L-1 zoning district boundary to easterly boundary of adjacent B-1 zoning district; south along easterly boundaries of said B-1 zoning district and adjacent L-.5 zoning district; west and north along said L-.5 and aforementioned B-1 zoning district boundaries; west along southerly boundaries of M-1 zoning district and adjacent R-.5 district; south, west and north along L-.5 zoning boundary to a point of intersection with M-1 zoning district; northwesterly and westerly along said M-1 district boundary to the Newton/Boston boundary; north along the westerly boundaries of same M-1 zoning district and the S-.5 district to the north; easterly along the northerly boundaries of said S-.5 zoning district and adjacent M-1 zoning district to the point of intersection with the centerline of Arlington Street; east along the centerline of Arlington Street to the centerline of Leo M. Birmingham Parkway; south along the easterly boundary of aforementioned M-1 zoning district to the southwestern corner of L-1 zoning district lying east of said M-1 district; east along southerly boundaries of said L-1 district and M-1 district lying to the east, continuing along Boston and Albany railroad to a point of intersection with the westerly boundary of the M-1 zoning district;

southeasterly and northeasterly along said M-1 district boundary to a point of intersection with easterly boundary of the B-2 district lying to the south; south along said B-2 district boundary to the intersection with the southerly boundary of the same B-2 district.

Market Street/Brighton Center/Hospitals Sub Area

Subdistrict C shall have the following boundaries:

From the intersection of the centerlines of Fidelis Way and Washington Street northwesterly along the centerline of Washington Street; south, west, south, west, south, west, north and west along the boundary of the R-.8 zoning district lying to the south of Washington Street; west along the northerly boundary of the R-.5 zoning district lying southwest of Brighton Center; north and east along L-.5 zoning district lying just west of Brighton Center; northerly along easterly boundary of R-.5 and adjacent L-.5 districts northwest of Brighton Center; east along northerly boundary of aforementioned L-.5 zoning district and northeasterly along aforementioned R-.5 zoning district; east along southerly boundary of L-.5 district lying east of Goodenough Street; north along easterly boundary of aforementioned L-.5 district; east along southerly boundary of R-.5 zoning district and adjacent M-1 district; south and east along B-1 zoning district; south, east, south, east and north along L-.5 zoning district; north along B-1 zoning district; east, south, east and north along L-1 zoning district boundary lying north of Saybrook Street; east along southerly boundary of M-1 zoning district; south and east along L-1 district boundary lying south of Union Square; southerly and westerly along R-.8 zoning district boundary; south and west along R-.5 zoning district in which Ringer Playground is located; south and

west along southerly boundary of H-1 zoning district; southeast, southwest, south, northwest, south, southeast and south along boundary of R-.5 district to the intersection of the centerline of Fidelis Way and Washington Street.

Oak Square/Washington Heights Sub Area

Subdistrict D shall have the following boundaries:

From the intersection of the centerline of Fidelis Way and Washington Street northwesterly along the centerline of Washington Street; south, west, south, west, south, west, north and west along the boundary of the R-.8 zoning district lying to the south of Washington Street; west along the northerly boundary R-.5 zoning district lying southwest of Brighton Center; north and east along the L-.5 zoning district lying just west of Brighton Center; northerly along easterly boundary of R-.5 and adjacent L-.5 zoning district; east along northerly boundary of aforementioned L-.5 zoning district and northeasterly along aforementioned R-.5 zoning district; north along westerly boundary of L-.5 district lying east of Goodenough Street; west, northwest, southwest, northwest, northeast, northwest, west, south, west, south, west, south, northwest, northeast, west, southwest, northwest, and west along southerly boundary of M-1 district adjacent to aforementioned L-.5 district; to Newton town line; south and southeast along Newton town line to the intersection with the centerline of Commonwealth Avenue; east along centerline of Commonwealth Avenue; north, east, northeast, and north along southeasterly boundary of R-.5 district housing St. John's Seminary; northeast and south along boundary of L-.5 district just north of Chiswick Road; east along northerly boundary of adjacent H-1 and L-1 district;

north, northeast, north, northeast, southeast, northeast, northwest, northeast to the centerline of Washington Street; northwest along centerline of Washington Street to intersection with centerline of Fidelis Way.

North Allston Sub Area

Subdistrict E shall have the following boundaries:

From the intersection of Western Avenue and the easterly boundary of the H-1 zoning district east of Soldiers Field Road, along that boundary and the northerly boundary of the adjacent S-.5 zoning district to Arlington Street; east along Arlington Street to the westerly boundary of the M-1 zoning district; south along said M-1 zoning district and the westerly boundary of adjacent L-1 zoning district to the southwest corner of said L-1 district; east along the southerly boundaries of the L-1 zoning district and adjacent M-1 zoning district, along the Boston and Albany railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to the centerline of Western Avenue; west along the centerline of Western Avenue to the intersection of the easterly boundary of the H-1 district east of Soldiers Field Road.

Allston Landing Sub Area

Subdistrict F shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road, along said M-1 boundary line to the Boston University Bridge; south

along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.

Boundary line to the Boston University Bridge; north along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.

1. Ashford Street/McLaren Street Street Study Area

The Ashford Street/McLaren Street Street Study Area shall be bounded by the "Boston Albany Railroad" to the north; Babcock Street to the east; Gardner Street to the south; and McLaren Street to the west.

APPENDIX C

Special Study Areas

1. Allston Landing Special Study Area

The Allston Landing Special Study Area shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road, along said M-1 boundary line to the Boston University Bridge; south along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.

2. Ashford Street/Malvern Street Special Study Area

The Ashford Street/Malvern Street Special Study Area shall be bounded by the "Boston Albany Railroad" to the north; Babcock Street to the east; Gardner Street to the south; and Malvern Street to the west.

3. Electric Avenue Special Study Area

The Electric Avenue Special Study Area shall be bounded by North Beacon Street to the north; Goodenough Street to the east; Faneuil Street to the south; Parsons Street to the west.

4. Western Avenue Special Study Area

The Western Avenue Special Study Area shall have the following boundaries:

From the intersection of the centerlines of Western Avenue and Soldiers Field Road northeast along the northerly boundary of the M-1 district; east along said boundary to the easterly boundary of William F. Smith Playground; south along said boundary to centerline of Western Avenue; east, south, west and south along boundary of M-1 district housing Smith Playground; west along Holton Street; north, west, north, west, north, and west along aforementioned M-1 district to the intersection of the centerlines of Western Avenue and Soldiers Field Road.

5. Lincoln Street/Holton Street Special Study Area

The Lincoln Street/Holton Street Special Study Area shall be bounded by Holton Street to the north; Everett Street to the east; Lincoln Street to the south; Antwerp Street to the west.

APPENDIX D

Boulevard Planning Districts

Commonwealth Avenue

Beginning at a point on the centerline of Commonwealth Avenue at the intersection of Essex Street and Commonwealth Avenue northerly 200'+; thence turning and running northwesterly, southwesterly and westerly on a line parallel 200'+ from the centerline of Commonwealth Avenue to a point on the town of Newton line; thence turning and running 400'+ along said town of Newton line to a point on the southerly side of Commonwealth Avenue 200'+ from the centerline; thence turning and running southeasterly, northeasterly and easterly on a line parallel 200'+ from the centerline of Commonwealth Avenue to a point on the centerline of Essex Street; thence turning and running northerly 200'+ to the of beginning point.

Brighton Avenue

Beginning at a point on the centerline of Brighton Avenue at the intersection of Malvern Street and Brighton Avenue northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Brighton Avenue to a point on the centerline of Cambridge Street at the intersection of Brighton Avenue and Cambridge Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Brighton Avenue on the southerly side; thence turning and running easterly on a line parallel 200'+ from the centerline of Brighton Avenue to a point on a line which is an extension of the centerline of Malvern Street; thence turning and running northerly 200'+ along said extension to the beginning point.

Cambridge Street

Beginning at a point on the centerline of Cambridge Street at the intersection of Cambridge Street and Soldiers Field Road northerly 200'+; thence turning and running southwesterly on a line parallel 200'+ from the centerline of Cambridge Street to a point on the centerline of Henshaw Street at the intersection of Henshaw Street and Cambridge Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Cambridge Street on the southerly side; thence turning and running northeasterly on a line parallel 200'+ from the centerline of Cambridge Street to a point on the centerline of Soldiers Field Road; thence turning and running 200'+ along Soldiers Field Road to the beginning point.

Washington Street

Beginning at a point on the centerline of Washington Street at the intersection of Winship Street and Washington Street and travelling northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Washington Street to a point on the centerline of Atkins Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Washington Street on the southerly side; thence turning and running easterly on a line parallel 200'+ from the centerline of Washington Street to a point on the centerline of Winship Street; thence turning and running 200'+ along Winship Street to the beginning point.

Harvard Avenue

Beginning at a point on the centerline of Harvard Avenue at the intersection with the town of Brookline line and traveling along said town line 200'+; thence turning and running northwesterly and northerly on a line

parallel 200'+ from the centerline of Harvard Avenue to a point on the centerline of Cambridge Street; thence turning and running southwesterly 400'+ along said centerline of Cambridge Street to a point 200'+ from the centerline of Harvard Avenue on the westerly side; thence turning and running south and southeasterly on a line parallel 200'+ from the centerline of Harvard Avenue to a point on the town of Brookline line; thence turning and running northeasterly along said town line to the beginning point.

Market Street

Beginning at a point on the centerline of Leo Birmingham Parkway at the intersection of Leo Birmingham Parkway and Western Avenue northwesterly 200'+; thence turning and running southerly on a line parallel 200'+ from the centerline of Market Street to a point on the centerline of Washington Street; thence turning and running 400'+ easterly to a point 200'+ from the centerline of Market Street on the easterly side; thence turning and running northly on a line parallel 200'+ from the centerline of Leo Birmingham Parkway and Market Street to a point on the centerline of Western Avenue; thence turning and running 200'+ along Western Avenue to the beginning point.

Western Avenue

Beginning at a point on the centerline of Western Avenue at the intersection of Western Avenue and Soldiers Field Road and travelling northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Western Avenue to a point on the centerline of Soldiers Field

APPENDIX E

Allston Landing Affordable Housing Reserve and Mixed Use Reserve

Special Study Area

Allston Landing shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road along said M-1 boundary line to the Boston University Bridge; south along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.

MEMORANDUM

4
JUNE 4, 1987

Taken Under Advisement May 21, 1987

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: LINDA S. BOURQUE, ASSISTANT DIRECTOR FOR
NEIGHBORHOOD PLANNING AND ZONING
GAY FORBES, DEPUTY DIRECTOR FOR
NEIGHBORHOOD PLANNING AND ZONING
JEAN HAMILTON, NEIGHBORHOOD PLANNER

SUBJECT: REQUEST AUTHORIZATION TO PETITION THE ZONING COMMISSION
TO ADOPT THE ALLSTON-BRIGHTON INTERIM PLANNING OVERLAY
DISTRICT ZONING AMENDMENT

SUMMARY: This memorandum requests that the Director be authorized to petition the Zoning Commission to adopt a text and map amendment to the Zoning Code to establish an Interim Planning Overlay District for Allston-Brighton.

Boston was one of the first cities in America to establish a Zoning Code to protect residential neighborhoods from incompatible uses. However, the City has not adopted changes in the Code to reflect changing conditions in recent years, and the Zoning Code we now have is inadequate and outdated for Boston's neighborhoods. An updated Zoning Code, one shaped with the community, is the key to protecting the livability of Boston's neighborhoods.

The mechanism that is being applied to the rezoning of Boston's neighborhoods is the Interim Planning Overlay District (IPOD) which provides interim controls while new zoning is being studied.

In November of 1985 and January of 1986, the Authority and the Mayor's Office of Neighborhood Services held meetings in Allston-Brighton to present the IPOD process to area residents and to solicit nominations for representation on the Planning and Zoning Advisory Committee (PZAC). In May of 1986, the Mayor appointed the 23-member PZAC and the group held their first formal meeting on June 4, 1986.

Over the next seven months, the Allston-Brighton PZAC met 13 times with the Authority and the Office of Neighborhood Services to discuss those issues critical to their neighborhood. The discussions not only addressed issues affecting the neighborhood as a whole, but also focused on problems unique to certain subareas.

Of critical importance to the Allston-Brighton neighborhood is the need for housing affordable to its residents and the need to protect the established residential areas throughout the neighborhood. Given the recent pattern of development of multi-story housing, there also is a critical need to establish appropriate height and density controls and to direct growth to areas where it can be accommodated. In order for the neighborhood to maintain a high quality of life for its residents. The severe traffic and parking congestion, the juxtaposition of conflicting land uses, the revitalization of neighborhood commercial areas, and the preservation of vital open spaces must be addressed.

The following is a summary of the issues identified and discussed during this first stage of the IPOD process:

- o Housing. A shortage of affordable housing for Allston-Brighton's residents has resulted from the general demand for housing close to downtown, the dramatic rate of condominium conversions, and student housing demands.
- o Density and Height. With intense pressure for development in Allston-Brighton, the lack of adequate density and height controls has resulted in overdevelopment which has aggravated traffic and parking congestion, and has threatened the preservation of open space and historic structures, and has threatened the of an appropriate neighborhood scale and character, and of the quality of life in this community.
- o Traffic and Parking. Traffic congestion and parking shortages in Allston-Brighton are attributable to its proximity to major transportation arteries, institutions and other heavy traffic and parking generators, inadequate parking requirements in the Zoning Code, and historic housing patterns where structures were built close together without provisions for off-street parking.
- o Neighborhood Commercial Areas. Strong and viable neighborhood commercial areas in Allston-Brighton are desirable, but in some commercial areas the type of commercial uses are not supportive of nor compatible with adjacent and nearby residential uses. Many of the commercial areas lack adequate pedestrian amenities and safeguards, street trees and lighting, and trash recepticals. The lack of design guidelines results in building facades and signage that fail to reinforce the neighborhood character. Inadequate loading zones, parking, and traffic controls create congestion in the neighborhood.
- o Industrial Development. Allston-Brighton has a large area of industrial zoned land (16% of total area); however, much of land is used for commercial or residential purposes. It is recognized that industrial uses provide

jobs, but the environmental and traffic hazards that heavy industrial uses create are of critical concern to residents.

- o Institutional Expansion. In Allston-Brighton, there are twenty sites and facilities at least one acre in size that are owned and operated by institutions which contribute to the community's economic viability. However, they also have negative effects associated with their physical expansion and an influx of students and employees to the area. Institutional expansion can attribute to the depletion of such community resources as affordable housing, open space, and parking spaces.
- o Open Space. Allston-Brighton is a densely settled community with a limited amount of open space. Intense development pressures are threatening the existing supply of open space.
- o Urban Design. Allston-Brighton's old residential areas have a strong and coherent architectural and landscape features. New buildings, residential, commercial, and institutional have now always been designed to enhance and protect Allston-Brighton's built environment.

The above issues are critical to the formation of the IPOD amendment and the various elements found within it. The individual elements have been designed to address those issues critical to the neighborhood.

Below is a brief summary of the individual elements proposed in the IPOD.

1. Affordable Housing and Mixed Use Reserve Districts

There is a clear need in Allston-Brighton for affordable housing for families and individuals. The well-established residential areas cannot absorb any denser development without undermining the integrity of their physical infrastructure and their desirability as places to live. Adjacent to the existing residential areas are large parcels of underutilized publicly-owned land. These parcels have the capacity to accommodate residential development and relieve pressure on the existing housing stock. Affordable Housing and Mixed Use Reserve Zones are therefore proposed as follows:

- o An Affordable Housing Reserve District (AHR) may be mapped on publicly-owned land. It will require that when the land becomes surplus to the needs of the government agency it must be developed for residential use. At least seventy-five percent (75%) of the gross floor area of any proposed project in the AHR District must consist of housing. Of the total number of dwelling units at least one-third (1/3) must be for low-income households and at least one-third (1/3) must be for moderate-income households.

- o In Allston-Brighton, an Affordable Housing Reserve District will be established on land in Allston Landing.
- o Densities in the Affordable Housing Reserve District will be: 12 units per acre, low density; 24 units per acre, moderate density; or 36 units per acre, high density.
- o A Mixed Use Reserve District may be mapped on publicly-owned land. It will require that when the land becomes surplus to the needs of the governmental agency it will be developed as a planned development area in connection with the community to incorporate a combination of housing, open space, and light manufacturing uses that meet the land use needs of the community.
- o In Allston-Brighton, a Mixed Use Reserve District will be established on the publicly-owned land in Allston Landing which is not included in the Affordable Housing Reserve District.

2. New Light Manufacturing Zone

Heavy industrial uses that are accompanied by noxious pollutants and heavy truck traffic are currently permitted as-of-right under the two existing general manufacturing or heavy industrial (I) zones in Allston-Brighton. These two zones incorporate over 480 acres of land and are partially bounded by residential uses.

- o All new or expanded heavy industrial uses will be prohibited under the IPOD.
- o A new Light Manufacturing Zone (LM) will be established during the IPOD period that permits light manufacturing uses that maximize employment for Boston's residents and minimize adverse environmental effects and truck traffic.
- o The LM zone will be mapped on portions of existing I zones where it will not be in conflict with residential uses.
- o Buffer zones will be required around all light manufacturing sites.

3. Height Standards

Height standards send a clear signal to developers and the community on the growth and density that can be accommodated in an area and direct growth to sites of greater capacity. In Allston-Brighton height limits of thirty-five (35) to forty (40) feet exist in most residential types of zones, in manufacturing zones and lower density local business zones. However, building bulk and density in the remaining area are controlled only by floor area ratio limits.

- o Existing 35-foot height standards in single-, two-family, and multifamily residential zones will be retained.
- o Thirty-five foot height standards will be added to currently unprotected local and general business, multifamily residential, and heavy manufacturing zones.
- o Existing 40-foot height standards in general business zones will be lowered to 35 feet.
- o Higher height standards in Affordable Housing Reserve and Mixed Use Reserve Districts will be established through the IPOD planning process.

4. Boulevard Planning Districts

Boulevard Planning Districts (BPD) are major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community. Their visual prominence and importance to the economy and transportation system of the community require special studies as input to the revised zoning.

- o Allston-Brighton will include seven Boulevard Planning Districts: Commonwealth Avenue, Harvard Avenue, Brighton Avenue, Washington Street, Cambridge Street, Market Street, and Western Avenue.
- o Analyses for the Boulevard Planning Districts will provide for zoning that: encourages a mix of uses that promotes and sustains economic viability and residential stability; preserves open space and enhances the streetscape; protects historic structures; provides adequate parking and transportation access; and, promotes good urban design.
- o Site Plan Review by the Boston Redevelopment Authority will be required in all BPDs for any proposed project which involves new construction or substantial rehabilitation, other than a single- or two-family house.
- o Design guidelines specific to BPDs will be developed during the IPOD planning process.

5. Transportation and Parking Controls

Inadequate on-street and off-street parking exists in most areas of Allston-Brighton for both residential and commercial uses. Heavy truck traffic on local streets must be eliminated, short-term parking must be provided in neighborhood commercial areas, and increased demand in established residential areas must be reduced. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

Transportation Master Plan

- o A Transportation Master Plan will be developed to analyze current and projected access and parking demands, and improvement needs.
- o Truck traffic patterns will be analyzed and truck routes will be established outside of the residential areas.
- o Appropriate sites for neighborhood commercial parking will be identified.

Transportation Access Plan

A Transportation Access Plan will be required of any applicant seeking a building permit for any development exceeding 100,000 square feet, retail development exceeding 50,000 square feet, or residential development of 24 units or more. The Plan will consist of an impact assessment, mitigation and monitoring component.

- o The impact assessment component will identify and evaluate the impact of the development on the City's transportation network.
- o The mitigation component will propose measures to minimize the transportation-related impact of the developments.
- o The monitoring component will describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

Increased Residential Parking Requirements

- o Residential parking requirements will be raised to 1.0 space per unit for 1 to 3 units, 1.50 spaces for 4 to 6 units, 1.75 spaces for 7 to 9 units, and 2.0 spaces for 10 units or more.
- o Units sold or rented to low- and moderate-income households will be required to provide 1.0 space per unit.

6. Open Space Plan

Allston-Brighton includes five City of Boston parks and four Metropolitan District Commission reservations and parks including the Charles River Reservation. Twelve privately-owned green areas exist, but are under pressure for development. With the increased population in this neighborhood over the past fifteen years and opportunities for residential development on underutilized industrial sites, there is a growing need for increased quality open space.

- o An open space plan will be developed during the IPOD planning period. It will emphasize the geographic and functional links of open space to historic Allston-Brighton, and to the existing open space and park system.

- o A new major open space site will be targeted in concert with the community.

7. Institutional Master Plans

Allston-Brighton includes over twenty institutionally owned sites of at least one acre in size. The institutions constitute a major part of the areas physical environs and contribute to its overall economic base as major employers of area residents. At the same time, the continued expansion of the institutions and related pressure on the housing market and transportation and parking infrastructure is a major issue. Future institutional development must be planned within the context of the needs of the residential neighborhood.

- o Any institution in Allston-Brighton applying for a building permit and owning one acre or more of land will be required to submit an Institutional Master Plan for Boston Redevelopment Authority review and approval.
- o A Master Plan must set forth a statement of development concepts and planning objectives, as well as the scale, uses, and character of the proposed development. The master plan must project at least five years into the future.
- o The specific elements to be included in an institution's Master Plan will be determined through a "scoping" process which identifies the issues related to a particular project.

8. Institutional Parking Management and Mitigation Plan

Educational institutions within Allston-Brighton enrich the community in many ways. However, at the same time, students place excessive pressure on the housing stock and availability of affordable family units, and place a heavy burden on the parking supply and demand in the residential areas. The impact of students on the permanent residents of the area is exemplified by this parking problem.

- o Each college and university will be required to submit a Parking Management and Mitigation Plan to the Authority to be updated annually.

9. Design Guidelines

Allston-Brighton's urban design incorporates a mix of architectural styles, but has a generally consistent scale with predominantly 2½-story one- and two-family homes and traditional Boston triple deckers. Neighborhood commercial centers have no clear identity nor do the buildings demonstrate any real standard in design. Design standards must be developed to protect the character of residential areas and historic structures, upgrade commercial centers and guide future development.

- o Design Guidelines will be developed in concert with the Allston-Brighton Planning and Zoning Advisory Committee and any subcommittees.
- o Design Guidelines will address specifically: Boulevard Planning Districts, preservation of historic structures, appropriate guidelines for infill housing sites, future development in Affordable Housing Reserve and Mixed Use Reserve Districts and other underutilized sites.
- o Design Guidelines will incorporate parking and access standards, landscaping, building design, open space, signage control in commercial areas, and controls for historic preservation.

In addition to the above elements, the Allston-Brighton neighborhood has been divided into six subareas which include a total of five special study areas. The special study areas are each over five acres in size and have a special potential for future development. The areas targeted for special study are as follows:

- o Allston-Landing - Current uses in this area include warehousing and motor freight terminals. A comprehensive land use analysis will be conducted during the IPOD planning period to develop revised zoning controls that protect existing residential areas, provide economic development, and maintain views and access to the Charles River.
- o Ashford Street - Current uses in this area include light industrial, office, open air parking, and outdoor athletic facilities. It currently provides a buffer between the South Allston neighborhood and the Boston University dormitories. There is pressure to develop parts of this area as residential. A comprehensive land use analysis conducted during the IPOD planning period will take into consideration the existing buffer between residential and institutional uses, Boston University's Master Plan, and possible new residential development and mixed-use zoning.
- o Electric Avenue/Goodenough Street - Current uses in this area include light industrial and residential. A comprehensive land use analysis conducted during the IPOD planning period will take into consideration the scale and character of the existing residential neighborhood, the existing adjacent public housing, the possible continuation of light manufacturing uses, and the possible rezoning to residential uses.
- o Lincoln Street/Holton Street - This area separates the two residential neighborhoods of North Allston. Past industrial uses have vacated the site or are operating on a skeleton crew. EDIC has designated this area as an industrial area. A comprehensive land use analysis conducted during the IPOD planning period will take into consideration the scale and

character of the adjacent residential neighborhoods, appropriate scale of future residential and light manufacturing, existing infrastructure and its capacity, the need for expansion of infrastructure to support future development, and the possibility of linking the existing neighborhoods.

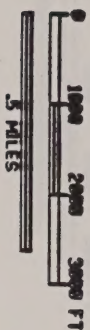
- o Western Avenue (to Soldiers Field Road) - this area is a mix of uses housed in low-scale buildings. Development pressures are causing a buy-out of existing uses for development of residential uses. A comprehensive land use analysis conducted during the IPOD period will take into consideration the scale of future development, public access to the MDC recreation area, the encouragement of mixed uses to provide for the needs of present and future residential development, traffic and parking flow and capacity, and the availability of public transit.

These zoning controls will clearly define a balanced pattern of growth that must be achieved in Allston-Brighton in order to preserve it as a viable residential neighborhood for the benefit of its residents and the City as a whole.

An appropriate vote follows:

VOTED: That the Director is hereby authorized to petition the Zoning Commission to adopt a text amendment and a map amendment to the Zoning Code in substantial accord with the petitions submitted to the Authority on May 21, 1987, to establish an Interim Planning Overlay District for Allston-Brighton. In making such authorization, the Authority expresses its support of the purposes of the Allston-Brighton IPOD and the stated goals and objectives to protect existing residential areas from adverse effects of industrial, commercial and institutional uses; to provide for compatible adjacent uses and for buffer zones between conflicting uses; to regulate building height and massing in order that structures do not create a high or dense wall that would block air flow channels and obstruct views and access to the Charles River; to create, retain, and enhance open space, parks, and recreation areas; to develop appropriate density and parking requirements; to provide for public access to the Charles River Reservation; to protect open areas, including, but not limited to, areas identified as Urban Wilds, from excessive development and to protect the significant natural elements of such areas. The zoning controls designed to support such goal will clearly define a balanced pattern of growth that must be achieved in Allston-Brighton in order to preserve it as a viable residential neighborhood.

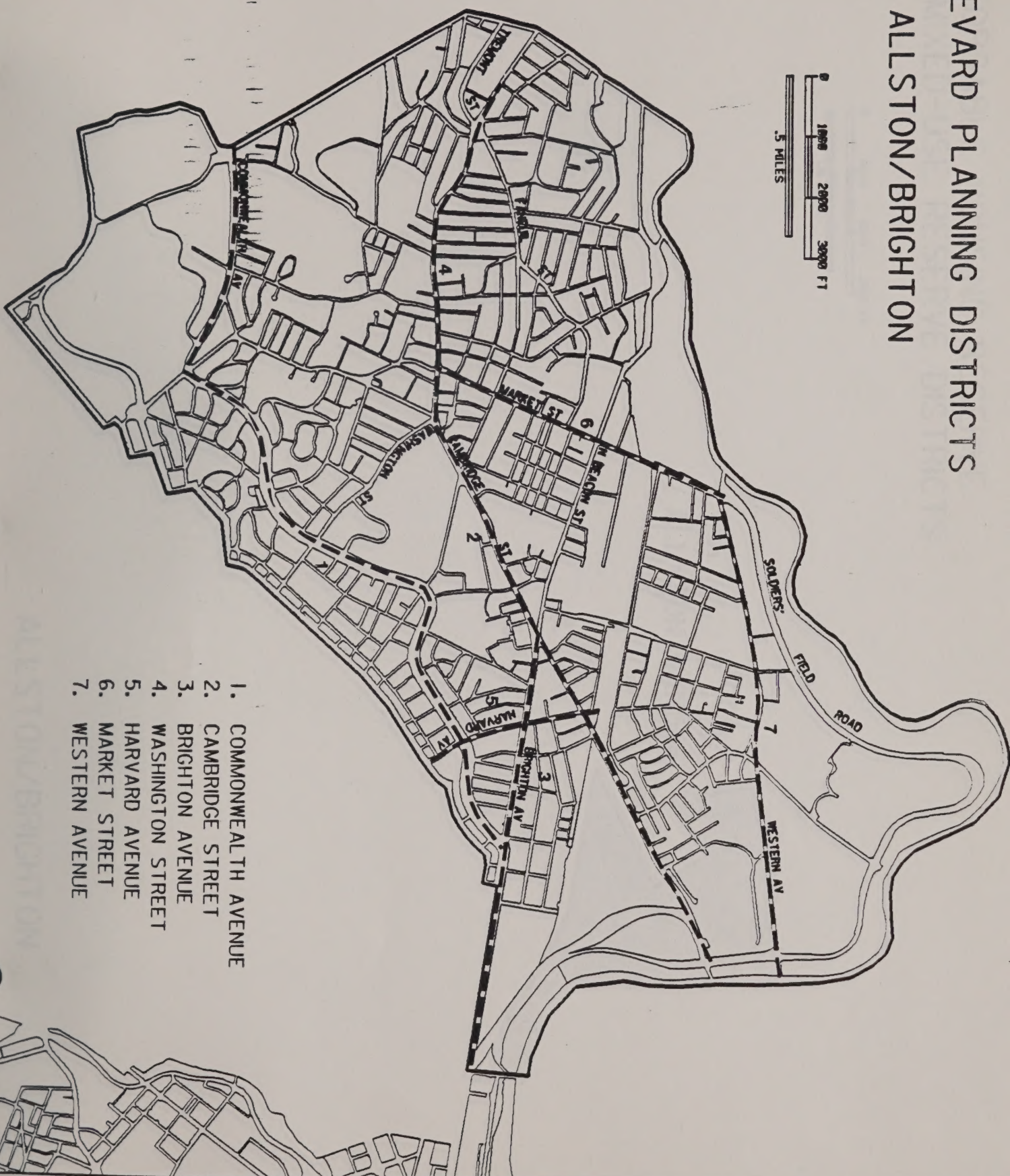
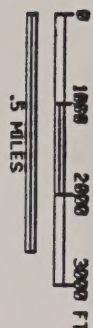
SPECIAL STUDY AREAS ALLSTON/BRIGHTON



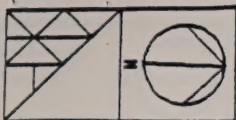
- A. ALLSTON LANDING
- B. ASHFORD STREET
- C. ELECTRIC AVENUE/GOODENOUGH STREET
- D. WESTERN AVENUE/SOLDIERS FIELD ROAD
- E. LINCOLN STREET/HOLTON STREET

BOULEVARD PLANNING DISTRICTS

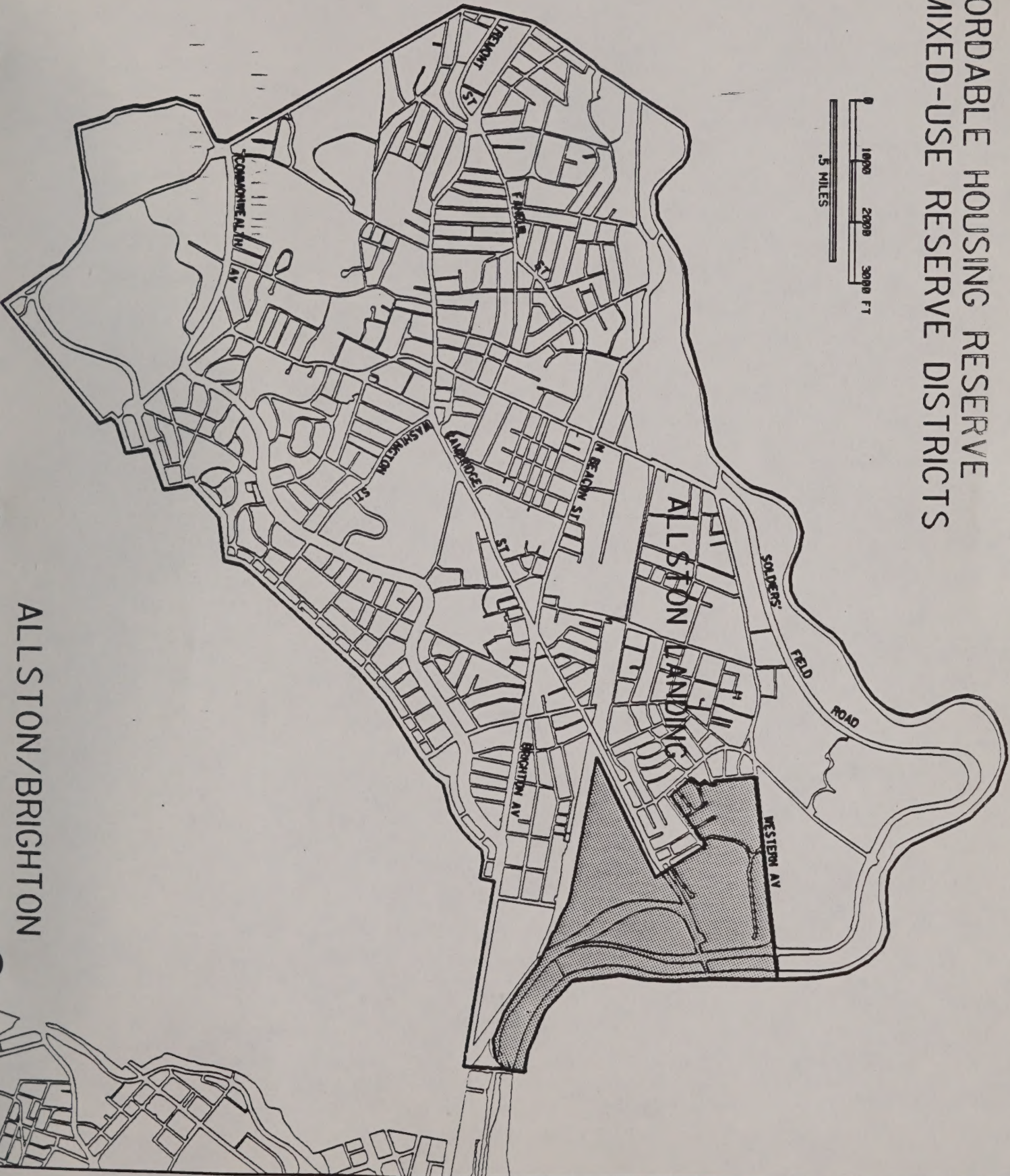
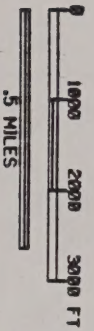
ALLSTON/BRIGHTON



1. COMMONWEALTH AVENUE
2. CAMBRIDGE STREET
3. BRIGHTON AVENUE
4. WASHINGTON STREET
5. HARVARD AVENUE
6. MARKET STREET
7. WESTERN AVENUE



AFFORDABLE HOUSING RESERVE AND MIXED-USE RESERVE DISTRICTS



ALLSTON/BRIGHTON

